

THE INTERCOASTAL TRADE 1850-1859

Although it was impossible to keep the crews from deserting upon arrival at San Francisco in the early days of the Gold Rush, there is little indication that Eastern shipowners were deterred from dispatching their vessels to the new Eldorado. The known habits of seamen, they doubtless reasoned, would always provide crews for homeward bounders. With 526 idle ships, as there were in July 1850 at San Francisco, there was a floating population of some 10,000 seamen in Northern California, and the chances were good that on any given day a crew of 30 could be found broke or dissatisfied and willing to ship home at wages. For a voyage in the opposite direction -- to Shanghai, for example -- the chances were even better that 30 could be found drunk enough to be shipped without knowing where they were bound. The verb "to shanghai" undoubtedly came into the English language at this time and place. That this reasoning worked in practice is shown by the figures for vessel departures from San Francisco in 1851, which totalled 114,000 tons more than arrivals.

The commercial statistics of San Francisco were not well kept until after 1852, so that our information on the magnitude of the intercoastal trade for the first few years of the 1850's is far from complete. One source, however, states that from 1850 to 1852 yearly clearances from the East were 586, 121, and 299 vessels respectively. For the most part, surplus vessels available in the East had been used up in 1849, and this continued demand for Cape Horners touched off a boom in shipbuilding that was to last through 1856.

The 460 ships and barks and 170 brigs that had cleared for California in 1849 represented a full year's output of brigs from all U.S. shipyards and over two years' production of three-masters. The continuation of the California trade kept the yards busy, and the output of ships and barks during 1852-56 was double the number turned out in the corresponding period 1845-49.

More important than the increase in number of vessels were two other phenomena intimately associated with the California trade, the increase in size of individual vessels, and, more striking, the improvement in model. For several years before

1850, a few owners had been building vessels in which carrying capacity was sacrificed to speed. Engaged mostly in the China tea trade and in the export of flour to, and import of coffee from, South America, a few of these vessels had been sent to California. Three Baltimore-built ships of around 500 tons, the ARCHITECT, GREY HOUND, and GREY EAGLE, had arrived at San Francisco in May and June 1849, with excellent passages of around 120 days; but these performances attracted little attention. The following year, however, the owners of two of the China traders were induced by the continuing high freight rates to load their vessels for San Francisco. A.A. Low & Bros. dispatched the SAMUEL RUSSELL in January, and Howland & Aspinwall the SEA WITCH in April. The arrival of the SAMUEL RUSSELL in 109 days created a sensation at San Francisco, and when this was followed by the 97-day record of the SEA WITCH, San Francisco importers flooded their New York and Boston agents with instructions to ship henceforth by clipper. Meanwhile the Low firm placed an order with Samuel Hall in East Boston for a larger clipper. Two China clippers launched at New York in June, the CELESTIAL and MANDARIN, also loaded for San Francisco, and at Boston the new bark RACE HORSE went into the trade.

Two San Francisco merchants, Alfred Peabody, who originally was from Salem, and J.P. Flint, from Boston, grasped fully the significance of the fast passages of the SAMUEL RUSSELL and SEA WITCH, and Peabody took passage to Boston in the summer of 1850 via the Isthmus. He arranged with the Boston firm of Glidden & Williams to establish a line of clippers, and placed the order for the first, the JOHN BERTRAM, with R.E. Jackson of East Boston. The BERTRAM was launched in December 1850, 61 days after her keel was laid.

The SURPRISE, the Lows' new clipper, had been launched in October, and she was followed by the ECLIPSE at New York in November for T. Wardle & Co. Also launched in December were Donald McKay's first Califor-

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nia clipper, the STAG HOUND, for G.B. Upton and Sampson & Tappan of Boston; the SEA SERPENT for Grinnell, Minturn & Co., New York; the WITCHCRAFT, for Salem owners; and the GAME COCK for D.C. Bacon, Boston.

The recorded earnings of these early California clippers show a monotonously regular pattern. The WHITE SQUALL, for example, which was built by Jacob Bell at New York for W. Platt & Son, Philadelphia, at a cost of \$90,000, had a freight list to San Francisco on her first voyage in September 1850 of \$74,000. Then she earned \$58,000 with a tea cargo from Canton to London, and in addition carried a number of cabin passengers home from San Francisco at \$600. The STAG HOUND returned her first cost and a dividend of \$80,000 in 11 months, and the SURPRISE had a profit of \$50,000 after her first voyage around the world.

A writer in the Boston "Atlas" of 1850, discussing the runs of the SAMUEL RUSSELL, MEMNON, and REINDER (the news of WITCH's record had not yet come back to the East) had stated these ships "have clearly demonstrated that hereafter whoever wish to avail themselves of the California markets must have ships to compete with these." By 1852 they were being turned out in such numbers that we will devote no more attention to individual vessels but instead refer the interested reader to Clark, Cutler, Howe & Matthews, Fairburn, and other standard sources.

The increase in size of the vessels was phenomenally rapid. CELESTIAL and MANDARIN, launched in June 1850, were of about the same size as SEA WITCH and MANDARIN of 3 and 4 years earlier, 750 to 900 tons. WHITE SQUALL, SURPRISE, and ECLIPSE were in the 1100-1200-ton range, as was JOHN BERTRAM. The rest of the December crop were larger, 1300-1400 tons, except STAG HOUND, which was 1534 tons. In April 1851, Donald McKay launched the FLYING CLOUD, 1782 tons; in May, Wm. H. Webb at New York launched CHALLENGE, 2006 tons; while in August Jacob Bell produced TRADE WIND, 2045 tons. McKay's next step larger was the SOVEREIGN OF THE SEAS, 2420 tons, in June 1852, but she represented the maximum in California traders during the clipper period (although McKay's GREAT REPUBLIC, 3356 tons, built for the Australian run, made several California voyages). These larger vessels, however, although because of their size they hold most of the sailing records, were in the minority, and most of the California clippers were in the 1100-1500-ton bracket.

The last column gives the average freight received per register ton. The clippers cost between \$60 and \$75 per ton; Down East freighting vessels cost only \$45 or \$50. The actual cargo loaded can be estimated as 60% greater than the register tonnage, so the true freight rates were about 62% of the figures in this column.

There was considerable variation in the freight rate received by a given vessel, since overall rates varied, particularly in the early '50's, in accordance with the news from California, and as a vessel filled up and her sailing date approached she could command a higher figure. Following is a sampling of freight rates during our decade:

Year	Month	per foot	per ton	per bbl.	per M
1850	Jan.	60¢-80¢	\$22		\$50-\$52.50
	May	60¢-70¢	20		
	Oct.	55¢-\$1	\$20-30	\$3	
1851	Feb	37½¢-75¢			
	June	50¢-70¢			
	Dec	40¢-75¢			\$30
1852	May	54¢-70¢	\$17.50-\$18		
	Oct	35¢-80¢	\$17		\$28-\$30
1853	Jan	50¢-90¢	\$22.40		

Year	month	p/ft.	per ton	per bbl.
1853	June	30-75¢		\$2.75
	Nov.	50-57½¢		3.25
1854	Mar.	50-60¢	\$21	
	Sep.	35-40¢		
	Nov.	25-30¢		
1855	Mar.	35-40¢		
	July	35-40¢		
	Nov.	50¢		
1856	Feb.	30-35¢		
	Sep.	27-30¢	\$10-12	
	Nov.	25-30¢		
	Dec.	30¢	\$12	
1857	Jan.	22½¢	\$12.50	
1858	Jan.	35¢	\$12	
	July	27½¢	\$12-13	
1859	July	25-30¢	\$10-12.	

Special rates to Sacramento were quoted included 5,130 hides, 304 flasks of mercury in 1850: \$1-1.25 a foot in January and Oct- and 336 cases and 17 casks of unspecified ober and \$1.50 in August. These were for merchandise in the clipper TORNADO in Au- very small vessels that could ascend the gust 1852. In March 1854 gluts in certain Sacramento River without having to lighter lines of merchandise led to the loading of their cargoes, but they reflect only a tem- the BALD EAGLE (and perhaps other vessels) porary trend. Undoubtedly the bigger ves- with a part cargo of the same type she had sels could deliver their cargoes to San carried out to San Francisco. Later in the Francisco much sooner and more safely, and decade rags, old copper, and scrap iron an efficient steamboat service was soon de- were added to mine and farm products. Here veloped on the Sacramento River to handle are some figures on exports to New York by the trans-shipment problem. calendar years:

In February 1851 the full rates were quo- 1855 1856 1857 1858 1859
 ted as 37½-40¢ for common vessels and 62½- barley, M bags 18 -- 97 51 98
 75¢ for clippers. The differential was wheat, M bags 40 -- -- -- 12
 quoted again in 1852-53; in Oct. 1852 the hides, M 86 132 170 142 151
 rates were 35¢ for full vessels and 65-80¢ horns, M -- 46 94 78 19
 for clippers; in Jan. 1853 50-55¢ and 80-90¢ mustard seed, bags 1793 3980 1760 1727
 and in June 30-32¢ and 50-75¢. The differ- mercury, fl. 3400 2414 8374 3559 250
 ential does not appear later, and the con- wool, bales -- 3924 6664 6469 10,570
 clusion is that clippers had all the busi- Ores of copper and silver were also
 ness. shipped East -- perhaps mainly to Boston --

Some modern writers tend to attribute but we have no figures on the tonnages in- the building of clipper ships to some unres- volved during this period.
 sonable craze for speed that existed in the The price of flour at San Francisco had 1850's, but the facts show that there were some interesting fluctuations, which reflec- clear economic principles involved. In ted in part conditions in the intercoastal transoceanic shipping the value of the trade. In April 1848, before the gold ex- goods is generally much greater than citement began, California flour (from such the cost of hauling them. The statement in country mills as the one still existing 3 Soule's "Annals of San Francisco" (1855) miles north of St. Helena, Napa County) was that "commercially speaking, it is foolish quoted at \$8 a barrel, and Chilean flour at and dangerous to freight any other kind of \$8 to \$10. Local shortages ran the price vessel to San Francisco," appears entirely as high as \$60 in 1849, but with the New valid. York price steady at \$5 to \$6, and the

It will be noticed that rates for lum- freight rate \$3 to \$5.50, there was no real ber and for barrels (i.e. flour) disappear- support for such a price. The ranchers of ed early in the decade. In one case we Chile greatly extended their wheat acreage, have a reflection of the establishment of but so did the ranchers of California. Al- saw mills on the West Coast, which adequa- though a brief shortage in 1852 sent the ly took care of local requirements, and in price from \$8 or \$9 in March to \$44 in No- fact soon had a surplus for export. The vember, the market soon (continued p.56)

other case follows from the development of agriculture in California, which also began to produce exportable surpluses. Figures for sailings from San Francisco to the East are not as complete as those for arrivals; between 1853 and 1859 they show from 7 (1856) to 25 (1853) and 27 (1859) clearances each year. Most of these were clippers hurrying home with part of Telegraph Hill for ballast; in no other period of history, in fact, have sailing vessels been given such quick dispatch as at San Francisco in clipper days.

Advantage was taken of these direct sailings to ship various commodities that could be sold at a profit in the East, and one of the first such shipments recorded

BOOK REVIEWS

FAIRBURN, William Armstrong, "Merchant Sail," six volumes, 4179 pp. Fairburn Marine Educational Foundation, Inc., Center Lovell, Maine, 1945-1955.

"Merchant Sail" is a monumental work, which, because of the manner of its distribution, should be of interest to all readers of LOG CHIPS. The publishers, as a public service, have presented free sets to all the important public libraries in communities with any interest in the sea.

Mr. Fairburn (1876-1947) was a Bath Iron works apprentice who studied naval architecture at the University of Glasgow in 1897-98. He was one of the Bath Iron Works group who built the MINNESOTA and DAKOTA at Groton in 1900-04 for the Northern Pacific RR, and in this work came into contact with the Stirling Co. of Barberton, Ohio, makers of the Niclausse boilers for the two Hill giants. The Stirling Co. was owned by the same principals as the Diamond Match Co., and when Mr. Fairburn decided to give up shipbuilding and engineering in 1909 he joined the Diamond Match Co. He succeeded Edward R. Stettinius as president of Diamond Match in 1915 and remained as chief executive of that company until his death.

Although he gave up any connection with the sea, Mr. Fairburn retained an interest in the history and problems of American shipping, and he evidently assembled a library of books on the subject. With the competent assistance of Miss Ethel M. Ritchie, he assembled the material from his books into the series of "Merchant Sail," and arranged for its printing and distribution by establishing a foundation. The first two volumes had been printed and the third set in type at his death, the fourth was complete, and the fifth in pencil manuscript. Miss Ritchie assembled his remaining notes, a biography, and the index into Volume Six.

The first volume of "Merchant Sail" covers the colonial period, the Revolution, and the Barbary Wars. The second volume begins with the War of 1812 and after a quick treatment of whaling and fishing, Bowditch and Maury, and John Fitch it goes rather fully into the sailing packets, leaning heavily on Albion's "Square Riggers." After two chapters on the development of steam navigation, we come to the clipper ships, which evidently fascinated Mr. Fairburn.

Volume Three is devoted to 19th-century sailing ships. It has a list of clippers (based on Cutler and Howe & Matthews) and a list of later square-riggers (based on Matthews and Lubbock's "Downeasters" and hence far from complete). Then follow some material on speed and record voyages and a rather tedious recapitulation of material in Cutler and Howe & Matthews on clipper ship performance on the California run. Volume Four, based largely on Clark and Lubbock, tells of the China and Australian trades, with a little on the Indian and Manila trades. There are a couple of pages on the vessels built on the Pacific Coast; a few more on East Coast schooners and barges; a rehash of Bates' material on iron vs. wood ships in the wheat trade; and some interesting material on ships' names, manning, and the last days of sail.

Volume Five is devoted entirely to a survey of square-rigger building, in geography from Baltimore to Maine, in time from the earliest period of record to the end of building. Particularly in Maine, this is a useful aggregation of scattered sources, and in the case of a few Maine districts is actually an original contribution, with lists compiled from custom-house records. Elsewhere, unfortunately, only a sampling of published lists is given, without a reference to the complete source.

The sixth volume has a list of firms that owned clippers, with further tedious listings of their sailing records; the biography of Mr. Fairburn; bibliography; and indexes. The indexes are models of their kind, including 13,278 names, usually with year and place of building.

As will have been gathered from what is already said, Mr. Fairburn preferred to work from published sources rather than original material. Particularly in the matter of clipper ship records, this procedure detracts from the value of his findings, since much can be done to improve the data in Cutler and Howe & Matthews. Worse, he fell into the pitfall that traps many amateur researchers, of citing in his bibliography not only his sources but the sources given by his sources. Writing entirely without footnotes or other citations in his own text, he has made it almost impossible for his statements to be verified. This is particularly unfortunate in his treatment of such figures as Donald McKay, in

which it is impossible now to distinguish between facts that Mr. Fairburn may have gathered from men who knew McKay, statements that he has gleaned from contemporary sources, and opinions that he formed himself.

Some of the material that stems from Fairburn's own experience, such as his comments on vessel design and on the steel vessels, is first-rate authority.

When he gets over into ship operation, he is on less solid ground; he appears to be ignorant of the true meaning of "clearance" or "departure," for example. He is of the small minority who favor use of the term "shipentine," and he has an annoying habit of using "command" for "master" or "skipper." Some of the material that he puts in quotation marks appears to be historical fiction of his own composing, rather than quotes from other sources.

Another weakness of the work is that it depended almost entirely on books (as distinguished from periodicals), so that a tremendous amount of valuable source material was overlooked. (In one case, however, an "American Neptune" article on the Bath Houghtons was used without credit.)

Taken as a whole, therefore, "Merchant Sail" is not the final authority in its field, and its existence should not discourage real research in the topics it covers. To the casual searcher after information on American sailing ships, on the other hand, it will prove a tremendous time-saver, and it always should be consulted first when a library investigation is undertaken.

FERGUSON, Eugene S., "Truxton of the CONSTELLATION; the life of Commodore Thomas Truxton, U.S. Navy 1755-1822," 322 pp., index. The Johns Hopkins Press, Baltimore, 1956. Price \$5.25.

Truxton, whose name is commemorated in the Truxton-Decatur Museum in Washington, D.C., was a Long Island boy, orphaned at 10 and sent to sea at 12. He served a brief (involuntary) hitch in the Royal Navy in 1771, and in 1775 married and obtained his first command, a sloop trading to the West Indies. After losing the CHARMING POLLY in the St. Kitts prize court on her third voyage, he took up privateering. In the '80's he was a skipper in the China trade, and in 1794 was commissioned Captain in the new United States Navy-- the only Captain out of six who had not served in the Continental Navy in the Revolution.

His ship, the CONSTELLATION was launched in 1797, and in 1799 he captured a French frigate, L'INSURGENTE. He left the Navy, and the sea, in 1802.

This, the first book-length biography of Truxton, is an excellent example of histo-

rical research, complete with unobtrusive footnotes and a minimum of speculation and dramatization on the part of the author.

KALMAR LÄN, Årsbok för Kulturhistoria och Hembygdsvärd, 91 pp., ill. Kalmar Läns Fornminnesförening, Medd. 40, 1952. Price Sw. Kr. 7- (\$1.40).

The principal article in this yearbook of the Kalmar Province Historical Society is "Segelsjöfartens Minnen i Kalmar Läns Museum Kalmar Slott" (Relics of sail navigation in the Kalmar Provincial Museum, Kalmar Castle), by the editor, Manne Hofren. It is well illustrated and a thorough catalog of an important collection.

DU CANE, Peter, "High-Speed Small Craft," xii, 324 pp., 193 fig., 22 pl., index. Second revised edition. Philosophical Library, N.Y., 1957. Price \$15.00.

Being associated with the Vosper Co., builders of PT-Boats for the Royal Navy, the author is well qualified to tackle this subject, and he has been assisted by experts with chapters on their specialties. This is a book that can be referred to with profit by anyone connected with the building of a motorboat.

"The Marion V. Brewington Chesapeake Bay Collection," 16 pp., ill. Maryland Historical Society, Baltimore, c.1957. 50¢.

When Commander Brewington left Cambridge, Md., for Salem in 1955, his collection, which had been housed at "Dorothy's Discovery," found its way to the Maritime Museum of the Maryland Historical Society. This catalog describes the half models, carved work, tools, and hardware that made up the remarkable collection.

SLOCUM, Joshua, "Sailing Alone Around the World," xxiv, 294 pp.; ill. Dover Publications, Inc., N.Y., 1956. \$1.00.

This hardy classic of the sea, the granddaddy of all the single-handed voyagers, has become surprisingly scarce lately, so that this paper-back version should meet a real need. It is a faithful reproduction of the 1900 edition, with the original 67 illustrations, and a new preface by Geoffrey Mott-Smith.

(NASH, Jared), "The diary and letters of Jared C. Nash, 1849. To the goldfields around the Horn from Maine to California in the schooner BELGRADE," vii, 12 pp. Grace Nash Pierce and Renee Nash Hamilton, Whittier, Calif., 1956.

This interesting item has been annotated and published in mimeographed format by two of the author's grand-daughters.

"Yachting World Annual, 1957," 192 pp., ill., index. Philosophical Library, N.Y., price \$10.00.

Profusely illustrated, this handsome volume was compiled by the editors of "Yachting World" as a review of yachting in British and European waters in 1956. Although most of the material doubtless appeared in the periodical, the 82 plates and 155 illustrations-- including designs of some 55 yachts, sail and power-- are much more easily referred to in this format.

There are articles on the Lisbon training ship race and on Thames barges, as well as coverage of the usual yachting topics.

HANDELS OG SØFARTS MUSEET PÅ KRONBORG, Aarborg, 1956, 1957.

The yearbooks of the museum in Hamlet's castle continue to be filled with interesting material. The 1956 volume has an article by Henning Henningsen on keel-hauling and ducking from the yard-arm and a paper by Knud Klem on 18th-Century Danish shipbuilding, among other interesting subjects. In 1957 we find an account of boats of the Faeroes, a history of the Sound dues, and an important article (illustrated in color) on Dutch tiles with ship pictures.

BURSTYN, Harold L., "At the Sign of the Quadrant; an account of the contributions to American hydrography made by Edmund March Blunt and his sons," 119 pp., 8 pl. Marine Historical Association, Mystic, Conn., 1957 (no.32). Price \$2.00.

Nowadays we take it for granted that nautical charting, like operating light-houses and the post office, is a proper function for the government, so that it may come as a surprise to some readers to learn that a New York firm (originally from Newburyport) engaged in this business (at a profit) until after the Civil War.

In what was originally a 1951 Harvard

undergraduate honors thesis, Harold Burstyn has given the first complete account of the Blunts' activities. E.M. Blunt brought out his first "American Coast Pilot" (a title still used by the Coast & Geodetic Survey, which bought Blunt's copyright in 1867, for their sailing directions) in 1796, and in 1802 he produced the first edition of Bowditch's "American Practical Navigator." The latter title likewise is still used by the U.S. Navy Hydrographic Office, which bought Blunt's plates and copyright, also in 1867.

The Blunts also published "American Lloyd's Register," Darcy Lever's "Sheet Anchor," "Shipmaster's Assistant," and other useful books, a complete list of which is given in the appendix, along with a bibliography and chapter references.

"F L : A century and a quarter of Reederei F. Laeisz," xl, 244 pp., 47 pl., index. J.F. Colton & Co., Flagstaff, Arizona, 1957. Price, \$10.00.

The original German version of this work was reviewed in LOG CHIPS for Jan. 1955; the new edition has been translated by Dr. Antoinette Greene Smith and edited (with additional lists of ships and masters) by J. Ferrell Colton. The additional illustrations contribute a great deal to the value of this account from the standpoint of sailing ship history.

The translation is very close in style to the original German and is a little ragged in spots, particularly in regard to English nautical terminology.

SUNDSTROM, Gustaf T., "Commercial Fishing Vessels and Gear," 48 pp. Fish & Wildlife Service Circular 48, Washington, 1957. 40¢.

All the contemporary types of fishing vessels in U.S. and Alaskan waters are portrayed in this volume of pen drawings by an illustrator for the Bureau of Commercial Fisheries. Maps show the principal fishing areas of each, and the gear is illustrated in detail. Besides captions, the only text is tabular specifications of the various vessel types.

GREENHILL, Basil, "The Merchant Schooners," vol. II, xiv, 180 pp.; 63 pl.; 12 fig.; index. Percival Marshall, London, 1957. 30s.

This is the long-awaited second volume of Basil Greenhill's great work on the coasting vessels of British waters, the first volume of which was reviewed in LOG

CHIPS for May 1952.

The first chapter of the present volume discusses the life in and handling of the schooners, and it is supplemented in an appendix by autobiographical notes of Captain R. Robinson. The second chapter treats of design and management and the third of the coal trade. Next follows a discussion of auxiliary power-- the "iron topsail"-- and of matters like sail training and the preservation of small ships.

The figures are mostly of plans, many drawn by David MacGregor, although unfortunately they are not indexed separately. Appendixes give a bibliography, some material on insurance, and an account book extract.

American readers will take issue with the author on his comparison of the size of Grand Bankers and of British schooners: the plain fact is that if the bankers were big enough, they and not the British schooners would have carried salt fish across the Atlantic. On p.51 there seems to be confusion between freight (money paid for carrying cargo) and the cargo itself; compare Captain Robinson's statement on p.149. It is stated on p.110 that raffees took their name from the Great Lakes, but the sails are shown by Steel (1794), and it is likely that the name is as old.

These are minor quibbles, and are mentioned only to emphasize the authoritative character of the rest of the book. In the "Coal Trade" chapter, for example, we are given the first description of a billyboy that has ever been published; lines of an example are in Fig.11 (p.100).

"The Annual Dogwatch," No.14, 144 pp.; ill. Shiplovers' Society of Victoria, 1957. Price 4 shillings, sixpence.

The latest issue of this yearbook maintains the high quality of its predecessors under the editorship of Miss S.A.E. Ström. Among the articles are an account of the FALLS OF CLYDE as a tanker by Capt. F. Klebingat; of a ship graveyard in the River Plate, by Captain H. Daniel; and of the steamer MARIPOSA. A follow-up to one of last year's stories gives more on the schooner ANNIE LARSEN.

WATSON, G.O., "Marine Electrical Practice," x, 325 pp.; 182 ill.; index. Philosophical Library, N.Y., 1957. Price \$12.00.

With chapters by specialists, this is an up-to-date work on all aspects of the subject.

SAILING SHIP NEWS

AMERIGO VESPUCCI, Ital.aux.tr.ship. 31 Aug.1956 arr Liverpool from Dublin; sailed for Havre; 4 Oct.arr Gibraltar; 7th left for Tangier. 23 Sep.1957 put into Brest, bound Amsterdam to Mediterranean.

C.A.THAYER, 3m.sch. In July was refitted with 3 106-ft masts and a 58-ft bowsprit. 15 Sep.left Seattle with volunteer crew of 18. Becalmed off California; towed in by USCG AVOYEL, arr San Francisco 30 Sept.

CHRISTIAN RADICH, Nor.aux.tr.ship. 6 July 1956 left Torbay for Lisbon; arr 14th; 19th sailed for home. 8 Dec.left Oslo to make a movie in W.Indies; 24th left Torbay for Madeira; 2 Feb.1957 arr San Juan; called at Barbados; 11 Mar.arr Trinidad; 1 Apr.left for Willemstad; next at Key West; 15 May arr Miami; left 20th.

CUTTY SARK, Br.ship. 25 June opened as museum at Greenwich by H.M. Queen Elizabeth.

DANMARK, Dan.aux.tr.ship. 14 Sep.1956 left Copenhagen; 22d left Dover; 1 Oct.arr Falmouth; 2d left for Madeira; 12 Nov.left St.Vincent for St.Thomas. 21 Sep.1957 arr Tyne from Denmark; 26th left for Madeira.

DAR POMORZA, Pol.aux.tr.ship. 16 June 1957 passed Gibraltar, bound Poland-Dubrovnik. 17 July left Istanbul for Gdynia. 2 Aug. left Gibraltar; 6th left Casablanca. 22d passed Lizard; 30th Dover; 31st arr Antwerp. 4 Sept left Antwerp for Gdynia; 10th passed Helsingør.

EAGLE, U.S.C.G.aux.tr.bk. Now has royals converted to upper topgallants. 1 July arr Bergen; 8th arr London for 6-day visit.

EMERY RICE (ex USS NANTUCKET), aux.tr.bark. Former Massachusetts schoolship, lately at U.S.Maritime Academy, Kings Point, N.Y. Being scrapped.

ERNESTINA, Port.aux.sch. 2 Sep.1957 arr Providence 27 d.St.Vincent CVI; 4 pass. 30 Oct.left for St.Vincent; 1 pass.

FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 4 Apr.1956 arr Malmö from Cowes. 17 June left Göteborg for Dartmouth; 24th arr Cowes. 6 July left Dartmouth; 13th arr Lisbon; 20 July left Lisbon for Southampton; 2 Aug.arr Malmö. Cruised to Mariehamn; 29 Aug.detained briefly by Russian patrol vessel off Latvia; 3 Sep.arr Malmö. 9 Oct.passed Helsingborg from Malmö; 19th at Cowes; 4 Nov.left Las Palmas for Rio; 7 Dec.arr Rio; 11 Jan 1957 left Recife for Antigua; 3 Mar.arr St.Michaels from St. Thomas; 19 Mar left Falmouth; 4 Apr.arr Malmö. 28 July left Malmö for Cowes; 16 Sept.arr Westervik from Stockholm.

- GEORG STAGE, Dan.aux.tr.ship, 7 July 1956 left Torbay for Lisbon; arr 15th; 20th sailed; 29th arr Ushant; 31st arr Dartmouth; 3 Aug.left for Copenhagen.
- L.A.DUNTON, hulk. Built at Essex, 1921; now one of two surviving Gloucester fishing schooners, serving as a fuel oil barge. L.A.Dunton Associates, c/o Mr. E.F.Moran, 664 Bennington St., East Boston, Mass., have begun a drive to refit and preserve her.
- LIBERTAD, Arg.aux.tr.bk. Building at Rio Santiago, Argentine, for Argentine Navy.
- MADALAN, Port.aux.bgn. Laid up for sale in Cape Verde Is.
- MALABOO, barge. 12 June left Cristobal for Plymouth; 7 July left Torbay; 15th arr Ghent, in tow PRAIA GRANDE. 19 June reported weather damage; 15 July arr Ghent. To be scrapped after her scrap iron cargo is unloaded.
- MERCATOR, Belg.aux.tr.bktn. 14 Dec.1956 left Antwerp for Teneriffe; 28 Jan.arr San Juan; 13 March left Bermuda; 6 Apr. arr Antwerp. 6 Sept.left Antwerp; 7th arr Ghent; 14th arr Antwerp.
- NIPPON MARU, Jap.aux.4m.tr.bk. 14 May left Tokyo; 20 June arr Honolulu; 27th left; 29 July arr Seattle; 4 Aug left; 10 Sep. due to arrive Tokyo.
- OISEAU DES ILES, Fr.aux.3m.sch. 7 Nov.1956 called at Madeira, bound to Fort-de-France, Martinique.
- PAMIR, Ger.4m.aux.bk. 2 May 1956 arr Falmouth; 6th arr Hamburg. 10 June shifted Hamburg to Bremen. 18 June left Bremen; 5 July arr Teneriffe; 12 Aug.arr Buenos Aires. 8 Sept.left B.A.; 8 Nov.arr Hamburg. 29 Nov.left; 3 Dec.arr Antwerp. About 15 Dec.left for Montevideo; 24 Dec. called Falmouth; 10 Jan.1957 left for Montevideo; 14 Feb.arr. 26 Feb.arr La Plata; 10 Mar left for Hamburg; passed Dover; arr 11th. 1 June left Hamburg; 4th off Southampton; 25 July arr Buenos Aires. 10 Aug.left for Hamburg with cargo of barley and 86 on board. 21 Sep. foundered in 36-N, 40-W in hurricane Carrie. Isbrandtsen SS SAXON picked up 5 survivors on 23d; USCGS ABSECON one more; rest lost including the German author, Captain Fred Schmidt.
- PASSAT, Ger.aux.5m.bk. 7 Apr.1956 left Hamburg; 24th at Teneriffe; 29 May arr B.A. Max McLean, and Mason Merchant for various items.) 20 June left; 11 Aug.arr Bremen. 29 Aug. left; 17 Oct.arr B.Aires. 10 Nov.left; 20 Nov.arr Rio; 21st left for Hamburg; 9 Jan.arr. 24 Jan.1957 left Hamburg; 19 to 26 Feb.at Falmouth. 21 April left Montevideo; 23d arr La Plata. 9 May left La Plata; 3 July arr Hamburg. 18 July left; 21st passed Dover; 2 Sep.arr Buenos Aires. 18 Sep.left B.A. for Hamburg.
- PURNELL T. WHITE, 4m.sch. Hull beached in Baltimore Harbor 1934; nearly buried in fill. Spring 1957 floated in the course of preparing site for a new B&O fruit pier, 23 March towed down Patapsco and beached again for complete demolition.
- SADIE M.NUNAN, sch. Built E.Boothbay, Me., 1901. The only other surviving Gloucesterman; now lies on her side, foremast broken at the deck, in a slip at Gloucester.
- SAGRES, Port.aux.tr.bk. 19 June 1956 arr Lisbon.
- SEDOV, Rus.4m.aux.tr.bk. 31 Aug.1956 passed through Engl.Channel to westward; 26 Sep.returned, bound for Leningrad.
- SORLANDET, Nor.aux.tr.ship. 18 June 1956 arr Torbay; 7 July left; 15th arr Lisbon; 19th left Lisbon for La Pallice. 12 June 1957 arr in Tyne; 19th left for Kristiansand-S (her home port).
- STATSRAAD LEHMKUHL, Nor.aux.tr.ship. 10 June 1916 left Bergen; 20th passed Dover; 2 July left Madeira; 23 July arr New York. 2 Aug. left N.Y.; 25th arr Bergen. 18 June 1957 left Bergen; 1 July at Madeira; 23 July arr Boston; 31st left; 20 Aug.arr Bergen.
- TOVARISCH, Rus.aux.tr.bk. Bound Odessa-Bombay; 13 July 1957 left Suez. 18 Aug.left Colombo; 28 Aug.arr Singapore (engine trouble); left 30th for Djakarta.
- WILHELM PIECK, E.Ger.aux.tr.bgn. 15 May'57 left Greifswald; 30 May passed Gibraltar for Varna, Albania. 15 July passed Istanbul, bound Odessa to Wismar; 2 Aug.passed Gibraltar; 16 Aug.left Brunsbüttel for Stralsund.
- ZARYA, Rus.aux.3m.sch. (non-magnetic vessel on IGY cruise). 18 Aug.1957 arr London from Copenhagen; 23 Aug left for Halifax; 28th left Falmouth. 19 Sept.left Halifax for St.Michaels.
- ZAWISZA CZARNY, Pol.aux.3m.sch. Built at Raa, Sweden, 1902 as PETREA. Now serving as a training or Sea Scout ship out of Gdynia.
- (With thanks to Giles Tod, John Burlinson, Ed Collins, Harold Huycke, Bob Burgess, Max McLean, and Mason Merchant for various items.)

THE INTERCOASTAL TRADE (contd. from p.51)

steadied. It is stated that 1853 was the last year in which the interior of California had to import foodstuffs. (Contd. in Feb.)

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1876
(continued from p.48)

W.H.Potter & Son, Liverpool

ALLEGIANCE I Ship 1236 David Morgan, Liverpool. Burned at sea, 1900.
LETTEREWE I Bark 829 Dixon, Irwin & Co., Liverpool.
1904 ANIRAC P.Schiaffino, Genoa. Hulked 1912.
1919 HENRIETTE (steamer) M.Allende y Cia, Buenos Aires.
1920 VITTORIA M.Allende y Cia, Buenos Aires.
1923 SARITA Cia de Nav.Bengolea, Bilbao, Spain.
1924 FREIXAS I E. Freixas, Barcelona
1931 ASTUR Santiago Rivero Moran, Gijon, Spain. (Still going)
MELANOPE I Ship 1686 Heap & Son, Liverpool. Hulked Vancouver 1900.
WOODVILLE I Bark 741 Capt.J.E.Nelson, Liverpool.
1901 FORTUNA J.Andressen, Oporto. Dismasted Dec.1909; hulked.
ZOE I Bark 765 Henry Whittle & Son, Liverpool.
GLYCINIA J. Costa Basto, Oporto.
1906 HEBE T. Br/vig, Farsund. Condemned Oct.1912; hulked Adelaide.
1921 NOE Hulk at Melbourne.

T. Royden & Sons, Liverpool.

CARNARVONSHIRE I Ship 1274 R. Hughes & Co.(Menai Bridge), Liverpool. Wrecked Apr.'96.
CHARLES COTESWORTH I-S 1079 Cotesworth, Lyne & Co., Liverpool. Scrapped 1910.
DENBIGHSHIRE I Ship 1409 R. Hughes & Co.(Menai Bridge), Liv. Sunk in colln.Jan.'89.
ELWY I Bark 804 D.Jones & Co., Liverpool. Broken up Feb.1911.
EVESHAM ABBEY I Ship 1692 J. Poole & Co., Liverpool.
ANTILOPE C.F.U.Flügge, Hamburg
1905 ARGO A/S Argo (C.Beck), Tvedestrand. Broken up 1923.
FLINTSHIRE I Ship 1273 Hughes & Co.(Menai Bridge), Liverpool.
1906 CARL BECH A/S Carl Bech (Alexander Bech), Tvedestrand. Wrecked Dec.'11.

Barrow Shipbuilding Co., Barrow

BRAMBLETYE I Ship 1544 W.R.Price, London. Scrapped August 1909.
KENTS BANK I Ship 1040 J.B.Sprott, Liverpool. Missing since Aug.1877.

Whitehaven Shipbuilding Co., Whitehaven.

ALNEBURGH I Bark 855 Capt.Robert L.Armstrong, Maryport. Missing Jan.1880.
AMETHYST I Bktn 208 G. Nelson, Whitehaven.
1889 BARBARA J.Rasmussen, Copenhagen. Ashore Laguna de Terminos Sept.1889.
BARBARA Y LUISA
1894 ANNE CHARLOTTE Hans Sørensen Pedersen, Sønderbro. Wrecked Dec.1894.
ARDENDEE I Bark 629 Alexander Rae, Liverpool. Sunk in collision Apr.1897.
BLENGFELL I Ship 1210 Isaac Colebank, Liverpool. Sunk in explosion Oct.1898.
ELLER BANK I Ship 1171 J.B.Sprott, Liverpool. Capsized off C.Horn Aug.1883.
LADSTOCK I Bark 857 Wm.Connell & Co., Liverpool.
1905 EBENEZER S.A.Sande, Flekkefjord, Norway. Condemned July 1911.
LOWESWATER I Bark 633 Jackson & Metcalf, Liverpool. Lost Dec.1894.
PARKNOOK I Bark 835 David Borrowdale & Co., Whitehaven.
1917 CECILIA M. DUNLAP (4m.Sch) Chas.E.Dunlap, N.Y. Later barge; lost Sept.'31.
WASTWATER I Bark 835 Jackson & Metcalf, Liverpool. Burned at sea Aug.1880.

R. Williamson & Son, Harrington.

AETHELBERHT I Bark 810 White, Forman & Co., Liverpool.
BENSHEIM Wimmer, Hamburg. Wrecked Newfoundland, Sept.1905 or 1906.
AETHELSTAN I Bark 814 White, Forman & Co., Liverpool. Burned 1887.
GELTWOOD I Bark 1091 J.B.Sprott, Liverpool. Wrecked Australia June 1876.

Caird & Co., Greenock.

INCHGREEN I Bark 1152 Wm.Lindsay & Co., Greenock.
1889 ADOLPH HARBOE Fr.Harboe, Skjelskør, Denmark.
1903 ALF Chr.Nielsen, Larvik, Norway. Wrecked Nov.1909.

Scott & Co., Greenock

ARIADNE I Ship 1023 Robert Grieve, Greenock. Missing since Aug.1877.

J.E.Scott, Greenock.

AMELIA I Bktn 308 Goodyear & Co., Liverpool. Wrecked July 1896.
 ELIZA I Bktn 315 Goodyear & Co., Liverpool. Wrecked Oct.1895.
 GOATFELL I Bark 740 Leitch & Muir, Greenock.
 AFRICA A. da Costa, Lisbon. Wrecked Diego Suarez, 1 Mar.1906.
 SERAPIS I Ship 1027 William Lund, London. Scrapped Jan.1912.
 VERULAM I Bark 347 Bullard, King & Co., London. Abandoned at Sea, Oct.1881.
 WOLSELEY I Bark 353 Bullard, King & Co., London. Wrecked Aug.1888, S.Africa.

Robert Steele & Co., Greenock.

BRAHMIN I Ship 1325 J.& W.Stewart, Greenock.
 1893 QUILLOTA A.D.Bordes et fils, Dunkirk. Wrecked off Sunderland Nov.1901.
 HARBINGER I Ship 1585 Anderson, Anderson & Co., London.
 1898 SOLGLINT J.L.Enlund, Raumo. Scrapped 1910.
 PADISHAH I Ship 1317 J.& W.Stewart & Co., Greenock. Wrecked Aug.1883.

Robert Duncan & Co., Port Glasgow.

EARL DERBY I Bark 1014 J.McAlister & Sons, Glasgow. Scrapped 1914.
 MARLBOROUGH I Ship 1191 James Galbraith, Glasgow. Missing 1889.
 MARY LOW I Bark 910 John Low, Greenock.
 1886 EAST ANGLIAN Lang & Fulton, Greenock. June 1896 ashore, Penarth Head.
 1897 LIV Chr.Nielsen, Larvik, Norway. Out of register 1913.
 1916 CLAVO H.E.Wolden, Montevideo. Foundered at anchor 1934; junked '38.
 NARCISSUS I Ship 1336 R.R.Paterson & Co., Greenock. Condemned at Rio March '08.
 1916 ISIS P.Passos & Co., Rio de Janeiro. Sunk in collision 1922.
 NEWARK I Bark 1056 J.Moffat & Co., Port Glasgow. Wrecked June 1884, Sunda St.
 POLYNESIAN I Bark 920 John Renton, Glasgow.
 VENTUROSA J.N.Pinto, Oporto
 1910 SANTOS AMARAL Santos, Amaral & Co., Oporto. Sept.1915 sunk in collision.

W. Hamilton & Co., Port Glasgow.

BEEMAH I Bark 1001 T.H.Johnson & Co., Liverpool. Wrecked April 1897, Chile.
 BENCLUTHA I Bark 1014 John Hay & Co., Liverpool. Wrecked in China 1879.
 BIRCHVALE I Bark 921 John Hay & Co., Liverpool. Wrecked Aug.1880, E.Indies.
 DRUMCLOG I Bark 1016 Builders. Wrecked at Lassein, June 1882.

Murdoch & Murray, Port Glasgow

NORMAN MACLEOD I Bark 860 William Rankin, Greenock. Condemned at Mauritius 1903.

Henry Murray, Port Glasgow.

AGNES OSWALD I Ship 1447 David Law, Greenock. May 1910 sold for scrapping.

John Reid, Port Glasgow.

CARNEGIE I Bark 1067 James Moffat, Port Glasgow. Burned at Stockholm Sept.1907.
 CLAN FERGUSON I Bark 823 T.Dunlop & Co., Glasgow.
 1905 JUANA PERAL J.Peral, Callao.
 1912 CLAUDINA P.Arana, Callao. 1926 beached and junked, Peru coast.
 EASTMINSTER I Ship 1208 Berryman & Turnbull, London. Missing Feb.1888.
 JOHN DAVIE I Bark 1062 R.Davie & Co., Greenock. Broken up, 1921.
 MARTI CODOLAR I Bark 411 J.Marti Codolar, Barcelona.
 BERTHE L.Guegnier, Nantes. Wrecked 1896, Mona I.

Russell & Co., Port Glasgow.

ANGLO-NORMAN I Bark 864 Frost, Cook & Co., London. Wrecked Sept.1914, New Zealand.
 DRUMLANRIG I Ship 1482 Gillison & Chadwick, Liverpool.
 1900 GIO. BATTÀ REPETTO Flli.Repetto fu G.B., Genoa. Sunk in collision Oct.1905.

Birrell, Stenhouse & Co., Dumbarton.

ABERLEMMO I Bark 771 D.T.Boyd, Glasgow
 1905 DURBAN A.J.Grefstad, Kristiansand, Norway
 1921 MARY (aux.) W.Millar, G8teborg, Sweden. Scrapped October 1923.
 BESSIE JOSE I Bark 622 J.Jose, Falmouth
 1898 EBBA C.F.Hein, Odense, Denmark
 1904 HENNY A.Jorgensen, Horten, Norway. Condemned Mobile 1906 (hurricane).
 1915 HILDEGARD (bktn.) Jonas Green, Mobile. Torpedoed 10 July 1917, Start Pt.
 CANOMA I Bark 586 Wm.B.Gray, Glasgow.
 CORINA I Bark 820 Lauchlan Macpherson, Glasgow
 1888 CORANNA P.C.Svarrer, Nordby, Denmark. Wrecked 3 Nov.1894.
 COUNTESS OF ROTHES I-B 769 James Allison & Son, Dundee
 1907 FRAM A.J.Freberg, Sandefjord, Norway. Lost Malden I., 24 Jan.1915.
 GADLYS I Bark 545 John Prust, Swansea. Missing 1886, Guayaqan to Liverpool.
 MARY JOSE I Bark 644 John Jose & Co., Falmouth.
 1906 AGDA Red.Agda (K.F.Langfeldt), Kristiansand, Norway.
 GENIVRER (barge) At Marseille, about 1920.
 ZAMORA I Ship 1218 Lauchlan Macpherson & Co., Glasgow. Missing S.Pac.1887.

A. McMillan & Son, The Dockyard, Dumbarton.

CORIOLANUS I Ship 1074 John Patton Jun.& Co., London.
 1921 TIBURON
 1922 EUGENIA EMELIA Luis de Oliveira, New Bedford, Mass.
 1924 LINA Solomao Benoliel Ltd., Praia, C.V.I.
 1929 CORIOLANUS Abilio Martino de Macedo, S.Vincente, C.V.I. Scrapped 1937.
 GLENMORE I Bark 749 Wm.Porter, Liverpool. Wrecked Apr.1884 near C.Horn.
 LARGS I Bark 772 R.Douglas & Son, Glasgow. Missing 1882.
 NORTH CAROLINA I Bk 570 Patton, Vickers & Co., Liverpool. Wrecked 1880, Bermuda.
 ROCKHURST I Ship 1443 W.R.Price & Co., London.
 1902 ALFHILD A.Svahn, Kungsbacka, Sweden. Wrecked Oct.1907, Tasmania.

Aitken & Mansell, Whiteinch, Glasgow.

COCHRINA I Bark 1011 John Guthrie, Cardiff.
 1890 COQUIMBO A.D.Bordes, et fils, Dunkirk. Lost Florida coast 1 Feb.1909.

Barclay, Curle & Co., Whiteinch, Glasgow.

ARGONAUT I Ship 1563 A. & J.H.Carmichael, Greenock.
 1909 ELVIRA J.A.Ferreira & Cia., Lisbon.
 1913 ARGO Empreza Maritimo Oceana Ltda., Lisbon. Submarined March 1917.
 COUNTY OF CAITHNESS I-4mS 1715 R.& J.Craig, Glasgow.
 1903 SOFIE A/S Sofie (M.Olsen), Porsgrund. 1914 hulked at Fremantle.
 ELLORA I Bark 1186 Foley & Co., London. Missing 1885, Calcutta-London.
 GLENBURN I Ship 1546 R. Shankland & Co., Greenock. Missing 1905.
 GLENDARUEL I Ship 1840 J.& A.Allan, Glasgow. Missing 1889.
 GLENFINART I Ship 1601 J.& A.Allan, Glasgow. Missing 1890.
 SILHET I Ship 1189 Foley & Co., London. Missing 1888.

Charles Connell & Co., Scotsstoun, Whiteinch, Glasgow.

ARES I Bark 530 Hugh Barton & Co., Glasgow.
 JEANNE Foundered 1923.
 EAST LOTHIAN I Ship 1455 James Boyd, Glasgow. Sunk in collision August 1898.
 GARTHLAND I Schr 107 Gillies & Reid, Glasgow. Missing 1877.
 SCOTSTOUN I Ship 1710 W.& A.Brown & Co., Glasgow. Lost Aug.1876, S.Atlantic.
 STAR OF THE EAST I-Bk 757 Edwin Smith, Plymouth. Jan.1907 wrecked, Ancabra River.

Dobie & Co., Govan, Glasgow

CLAIRMONT I Bark 788 E.L.Alexander, Glasgow
 SAN FRANCESCO N.Delucchi, Genoa. Submarined 26 June 1916.
 ESKBANK I Bark 625 G.Gray, Macfarlane & Co., Glasgow. Wrecked on Oahu 1878.

(continued)

Dobie & Co. (continued).

FAMENOTH Iron Ship 1035 John Cooke, Aberdeen.
 1897 SOLHEIM A/S Solheim (M. Engelstad), Larvik. Scrapped 1921, Philadelphia.
 GLEN CALADH I Bark 510 Wallace & Lamont (Rothsay), Glasgow. Condemned Aug. 1896.
 GLENMORAG I Ship 1648 J. & A. Allan, Glasgow. March 1896 lost, Washington coast.
 NAIRNSHIRE I Ship 1027 T. Law & Co., Glasgow.
 1904 HJØRDIS W.D. Hansen, Kristiansand. Wrecked 1911, South Seas.
 OBAN BAY I Ship 1108 Hatfield, Cameron & Co., Glasgow. Wrecked 1904, Ship I.
 ROLLO I Ship 938 Boyd & Currie, Melbourne. Hulked 1912, Beira.
 ROXBURGHSHIRE I Ship 988 T. Law & Co., Glasgow. Missing 1883, Astoria for Queenstown.
 WEST GLEN I Bark 720 Lawson Hodgson (Dalbeattie), Liverpool.
 1897 C.J.S. C. Jacobs & Son, Melbourne. 1 Feb. 1920 foundered Indian Ocean.

J. Elder, Govan, Glasgow.

COOLEEN I Bark 657 Wm. M. Barkley, Belfast. Wrecked Jan. 1893, Irish coast.
 ISOLA I Bark 680 J. Kelso, Glasgow.
 1894 ELSE A/S A.M. Knudsen, Sønderho, Denmark. Ashore Apia 1899; condemned.
 ISOLA J.J. Craig, Auckland.
 JESSIE CRAIG J.J. Craig, Auckland. Hulked Melbourne 1914; scuttled 1953.
 THALIA I Bark 792 Workman Brothers, Belfast. Abandoned Nov. 1878, S. Pacific.

D. & W. Henderson & Co., Partick, Glasgow.

INCH KENNETH I Ship 1120 Clutha Shipping Co., Glasgow. Foundered 23 Aug. 1877.
 INCH MARNOCK I Bark 824 Clutha Shipping Co., Glasgow. Foundered 25 Jan. 1887.
 INCH MOAN I Bark 817 Clutha Shipping Co., Glasgow. Wrecked 14 April 1877.
 REGENT MURRAY I Bark 849 Wm. C. Fairley, Glasgow. Lost April 1898, New South Wales.

London & Glasgow Co., Glasgow.

ASSEL I Bark 845 David Hunter, Ayr.
 1903 OXØ Thv. B. Heistein, Kristiansand. Submarined 7 July 1917.
 MENNOCK I Bark 822 Robert Bramwell, London. 1909 hulked, Valparaiso.
 1915 DON AGUSTO Borquez & Co., Valparaiso. Wrecked 1923.
 SCOTTISH BARD I Bark 859 McIlwraith, McEacharn & Co., Ayr.
 1894 THOR P.N. Winther, Nordby, Denmark. Abnd. off C. Horn 8 Aug. 1900.

Robert Napier, Glasgow.

CANOPUS Comp. 3mSch 253 J. Napier, Glasgow. Ashore Mayotte, Comoro Is., Apr. 1877.
 1918 GANESAPURAVY (bktn) P.K.N. Nagappa Chetty, Jaffna. Broken up 1927, Tallerau.

Alexander Stephen & Sons, Linthouse, Glasgow.

ARDENCLUTHA I Ship 1293 Edmiston & Mitchell, Glasgow. April 1895 wrecked Chile.
 COCKERMOUTH I Ship 1377 Peter Iredale, Liverpool.

1909 G. MAZZINI D. Loero, Callao.

NOSTRA SIGNORA DELLA MISERICORDIA Flli. Dufour, Genoa. Hulked 1922.

FULDA I Bark 939 D.H. Wätjen & Co., Bremen
 1910 MAORILANDS A/B Maorilands (A.S. Cronberg), Landskrona.
 INDIA Comp. Bark 974 D.H. Wätjen & Co., Bremen. Broken up 1908.
 KINCLUNE I Bark 741 Thomas Couper, Dundee. Wrecked Nov. 1904.
 LOCHINVAR I Bark 741 Joseph Bounphrey, Liverpool.
 1893 P. WIKSTROM, JR. C.M. Boden, Norrköping, Sweden.
 1913 AXEL John Andersson, Mariehamn. Broken up, 1928.
 NOKOMIS I Bark 881 B. McCorkell, Londonderry. Jan. 1884 lost near Londonderry.
 OPAWA I Ship 1131 New Zealand Shipping Co. Lim., London.
 1900 AQUILA S.O. Stray, Kristiansand. Submarined 14 March 1917.
 PIAKO I Ship 1136 New Zealand Shipping Co. Lim., London. Missing 1900.
 PLEIONE I Ship 1139 Shaw, Savill & Co., Southampton.
 1921 ESOV
 1921 ELVINE HOMUTH Alfred Homuth, Hamburg.
 1922 TAMARA XI Nordische Handels Ges. Hachfeld Fischer GmbH. Wrecked Sep. 1922.
 SHENIR I Ship 1229 J. Smith, Glasgow.
 1905 PETRA A/S Petra (P.M. Pedersen), Flekkefjord. Wrecked Dec. 1910.
 WERRA I Bark 939 D.H. Wätjen & Co., Bremen. Broken up Aug. 1910.

(to be continued)